per the National Civil Security Programme which is based on the Annex 17 and Security Manual of International Civil Aviation Organisation (ICAO).

(c) Survey is not necessary as security arrangements at various airports of the world are governed by guidelines issued by IACO, an apex international body in Civil Aviation.

(d) and (e) Do not arise.

Financial performance of Air India

887. SHRI VIJAY J. DARDA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that during 2002-03 Air India had anticipated a profit of Rs.100 crores, whereas during April-December 2002, its operating income was Rs. 3,612 crores while the operating expanditure was Rs. 3,740 crores, resulting in a loss of Rs. 127 crores; and

(b) if so, what is the actual profit or loss of Air India from 1st April 2002 to 31st March 2003, together with the reasons therefor and what is the projection of profit during 2003-04?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI RAJIV PRATAP RUDI): (a) and (b) As per provisional results compiled for the period April-December 2002 and for the entire financial year 2002-2003, Air India is expected to earn a Net Profit of approx. 65 crores and Rs. 105 crores respectively. Net results are different from operating results as they take into account non operating performance as well. The factors attributing to Net Profit are: (i) Low finance/Interest cost primarily due to reduction in interest rates in the international market; (ii) Dividend of Rs.20 crores received from the subsidiary company, i.e. HCT, on account of profit on sale of properties; and (iii) Profit of approx. Rs.17 crores on sale of three aircraft to Ariana Afghan Airlines through the Ministry of External Affairs.

As per the budget approved by the Board of Air India for the financial year 2003-2004, the Company is expected to incur a net loss of Rs. 55.50 crores. The factors attributing to the loss envisaged for the financial year 2003-2004 are (i) Cancellation/withdrawal of flights due

to SARS resulting in drop in traffic and pilots non-cooperation during April/May, 2003; (ii) Increase in prices of aviation turbine fuel; and (iii) Overall recessionary trend in the International market.

Specialized Wing for Airport Security

888. SHRI GHULAM NABI AZAD: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether any steps have been taken for tightening the security measures at airports;

(b) whether a dedicated wing of CISF will be given specialized training for the security of airports; and

(c) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI RAJIV PRATAP RUDI): (a) Security measures are in place at all airports in the country in accordance with the guidelines issued by the International Civil Aviation Organisation (ICAO). Based on threat perception, security measures are further strengthened which *inter-alia* include cent percent physical check of registered baggage, increased surveillance at the airport, deployment of Sky Marshals, Quick Response Teams, secondary ladder point frisking, increased perimeter patrolling, restricting entry of visitors in some areas of airport, etc.

(b) and (c) CISF deployed at airports are already given specialised pre-induction training on aviation security. Subsequently, they are given on the job training for one month by the State Police before aviation security duties are handed over to them. A two-week's training on aviation security at CISF National Institute of Security Academy at Hyderabad is also given to them. BCAS and IB also conduct training for CISF personnel.

Study on low cost air services

889. SHRI NANA DESHMUKH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Committee appointed to carry out a feasibility study of low-cost airline from Cochin to some key destinations in the Gulf viz. Dubai, Kuwait and Abu Dhabi has since given its report;